Ocean Steamers, &c.

THE BRITISH NORTH AMERICAN ROYAL MAIL STEAMSHIPS.

From New-York to Liverpool:
Chief Cabin Passage..........$130
Second Cabin Passage..........75
From Boston to Liverpool:
Chief Cabin Passage..........$110
Second Cabin Passage..........60

The ships from Boston call at Halifax.
ARABIA, Stone..........Leaves N. York..Wednesday, May 12
EUROPA, Leitch..........Leaves Boston..Wednesday, " 19
PERSIA, Judkins..........Leaves N. York..Wednesday, " 26
NIAGARA, Wickman..........Leaves Boston...Wednesday, June 2
AFRICA, Shannon..........Leaves N. York..Wednesday, " 9
AMERICA, Moodie..........Leaves Boston...Wednesday, " 16
ASIA, Lott..........Leaves N. York..Wednesday, " 23
CANADA, Lang..........Leaves Boston...Wednesday, " 30
PERSIA, Judkins..........Leaves N. York..Wednesday, July 7

Berths not secured until paid for.
An experienced Surgeon on board.
The owners of these ships will not be accountable for Gold, Silver, Bullion, Specie, Jewelry, Precious Stones or Metals, unless bills of lading are signed therefor and the value thereof therein expressed. For freight or passage apply to
E. CUNARD, No. 4 Bowling Green.

STEAM to LIVERPOOL, GLASGOW, DUBLIN, BELFAST, CORK and LONDONDERRY, via LIVERPOOL, without delay, at greatly reduced rates.—The LIVERPOOL, NEW-YORK and PHILADELPHIA STEAMSHIP COMPANY'S splendid Clyde built iron screw steamships, carrying the United States Mail, are intended to sail as follows:

FROM NEW-YORK.
CITY OF BALTIMORE..........Thursday..........May 20
CITY OF WASHINGTON..........Thursday..........June 3
KANGAROO..........Thursday..........June 17

RATES OF PASSAGE.
Cabin—From New-York and Philadelphia..........$75
Third-class from New-York to any of the above-named places..$30
Passengers forwarded to Havre, Paris, Hamburg, Bremen, Antwerp and all parts of the Continent without delay.
Drafts on Liverpool from £1 upward.
For freight or passage, apply at the office of the Company.
JOHN G. DALE, No. 15 Broadway, New-York Agent, or
WM. INMAN, Tower Buildings, Liverpool Agent.

GREAT REDUCTION of FARE to EUROPE. From New-York to Southampton, Havre and Bremen:
First Cabin..........$80; Second Cabin..........$50
Certificates issued for passage from Europe also.
The first-class paddle-wheel Steamships
NORTH STAR, 2,500 tuns, E. L. Tinkelpaugh, master,
ARIEL, 2,000 tuns, C. D. Ludlow, master,
will sail from pier No. 3 North River, New-York, at noon precisely, carrying the United States Mail, viz:

Leave New-York for Southampton, Havre and Bremen.	Bremen for Southampton.	Southampton for New-York.
NORTH STAR..Sat., Ju'e 12	Saturday, July 10	Wed., July 14
ARIEL..........Sat., July 10	Saturday, Aug. 7	Wed., Aug. 11

These steamships touch at Havre. Specie delivered in London and Paris. For passage or freight apply to
D. TORRANCE, Agent, No. 5 Bowling Green, N. Y.

STEAM to SOUTHAMPTON and HAVRE.—The magnificent steamship VANDERBILT, 5,268 tuns, P. E. Lefevre master, will sail, with the MAILS:

FROM NEW-YORK FOR SOUTHAMPTON AND HAVRE.	FROM SOUTHAMPTON AND HAVRE FOR NEW-YORK.
SATURDAY..........May 22	WEDNESDAY..........June 6
SATURDAY..........July 3	WEDNESDAY..........July 21

Price of passage, according to location of room: First cabin, $100; second cabin, $60.
Specie delivered in London and Paris.
For freight or passage apply to
D. TORRANCE, Agent, No. 5 Bowling Green, N. Y.

FOR SAVANNAH and FLORIDA.—U. S. MAIL LINE.—The favorite steamship ALABAMA, Capt. G. R. Schenck, will leave on SATURDAY, May 22, at 4 o'clock p. m., from Pier No. 4 North River. Bills of lading signed only on board. For freight or passage apply to
SAMUEL L. MITCHILL & SON, No. 13 Broadway.
Steamers for Florida connect at Savannah, leaving every Monday, Wednesday and Friday.

FOR CHARLESTON.—The steamship MEMPHIS, Capt. G. W. Watson, will leave pier No. 12 N. R., on Saturday, May 22, at 4 o'clock p. m. precisely. Passage $15. Freight reduced until further notice to 6 cents per foot. Insurance, one-half per cent, effected at our office. Apply to
H. B. CROMWELL & Co., No. 86 West-st., cor. Albany.

FOR SAVANNAH and FLORIDA.—The American Atlantic Screw Steamship Company's first-class steamship HUNTSVILLE, John A. Post, commander, will leave Pier No. 12, N. R., on SATURDAY, May 22, at 4 o'clock p. m., precisely. Passage, with unsurpassed accommodations, $15. Freight reduced until further notice to 6 cents per foot. Insurance one-half per cent, effected at our office. Apply to
H. B. CROMWELL & Co.,
No. 86 West-st., corner Albany.

TAPSCOTT'S EMIGRATION and FOREIGN EXCHANGE OFFICE,
No. 86..........South-st.
Persons wishing to send for their friends in the old country, can obtain Passage Certificates to have them brought out in TAPSCOTT'S SUPERIOR LINES OF LIVERPOOL OR LONDON PACKETS, at the lowest possible rates.
REMITTANCES.—Drafts for £1 and upward, payable in any part of England, Ireland, Scotland or Wales.
CIRCULARS, with names of ships and other necessary information, furnished on application (if by letter, inclosing postage stamp for reply) to
TAPSCOTT & Co.,
No. 86 South-st., New-York.

Steamboats and Railroads.

SPEED and SAFETY.—To Travelers, North and West.—The traveling public are informed that the HUDSON RIVER RAILROAD COMPANY have attached to the entire passenger equipment of their road Creamer's Patent Brake Operators, the object of which is to place the entire brakes of the trains in the hands of the Engineer; also, for instant and automatic action in case of derangement of the engine. The use of this improvement is found to produce an amount of security to life and property conveyed by railroad trains attainable by no other means. It will also be found on the Cleveland and Toledo, Terre Haute, and Richmond Railroads, &c.
The traveling pub'ic who regard their own safety will please note those roads which adopt every known means of security in choosing routes of travel, and act as their interest and safety demand. U. S. R R. CAR-BRAKE Co., No. 31 Pine-st.

DAY BOAT for ALBANY and INTERMEDIATE LANDINGS.—The Steamer ARMENIA, from foot of Murray-st., MONDAY, WEDNESDAY and FRIDAY, at 7 a. m.

AFTERNOON BOAT for NEWBURGH, POUGHKEEPSIE, RONDOUT and KINGSTON—Landing at Cozzens, West Point, Cold Spring, Cornwall, Newburgh, New-Hamburgh, Milton and Poughkeepsie.—The fast and elegant steamer THOMAS POWELL, Capt. A. L. Anderson, will leave the foot of Jay-st. EVERY AFTERNOON at 3½ o'clock, Sundays excepted. Returning—Will leave Rondout EVERY MORNING at 5½, Poughkeepsie at 6¾, and Newburgh at 7¾, landing as above.

STATEN ISLAND FERRY.—NOTICE.—Cheap Excursion for Six Cents.—Boats leave STATEN ISLAND EVERY HOUR from 6 a. m. to 6 p. m.
Leave WHITEHALL from 7 a. m. to 7 p. m. for Quarantine, Stapleton and Vanderbilt's Landing.

FOR BOSTON and PROVIDENCE via NEWPORT and FALL RIVER.—The splendid and superior steamer METROPOLIS, Capt. Brown, leaves New-York every TUESDAY, THURSDAY and SATURDAY, at 5 o'clock p. m., and the BAY STATE, Capt. Jewett, on MONDAY, WEDNESDAY and FRIDAY, at 5 o'clock p. m.
Hereafter no rooms will be regarded as secured to any applicant until the same shall have been paid for.
Freight to Boston is forwarded through with great dispatch by an Express Freight Train.
WM. BORDEN, Agent, Nos. 70 and 71 West-st.

THE REGULAR MAIL LINE via STONINGTON, for BOSTON and PROVIDENCE—Inland route—the shortest and most direct, carrying the Eastern Mail.
The steamers PLYMOUTH ROCK, Capt. Joel Stone, and C. VANDERBILT, Capt. W. H. Frazee, in connection with the STONINGTON and PROVIDENCE and BOSTON and PROVIDENCE RAILROADS, leaving New-York daily (Sundays excepted) from Pier No. 2, North River, first wharf above Battery-place, at 5 o'clock p. m., and Stonington at 8:30 p. m.; or on the arrival of the mail train which leaves Boston at 5:30 p. m.
The C. VANDERBILT, from New-York Monday, Wednesday and Friday; from Stonington Tuesday, Thursday and Saturday.
The PLYMOUTH ROCK, from New-York Tuesday, Thursday and Saturday; from Stonington Monday, Wednesday and Friday.
Passengers proceed from Stonington per railroad to Providence and Boston in the Express Mail Train, reaching said places in advance of those by other routes, and in ample time for all the early morning lines connecting North and East. Passengers that prefer it remain on board the steamer, enjoy a night's rest undisturbed, breakfast if desired, and leave Stonington in the 7 a. m. train connecting at Providence with the 11:30 a. m. train for Boston.
A baggage-master accompanies the steamer and train through each way.
For passage, berths, state-rooms or freight, apply on board the steamer, or at the Freight Office, Pier No. 2, North River, or at the office No. 10 Battery-place.

LAKE SUPERIOR LINE.—1858.
TOUCHING AT
All points between CLEVELAND, DETROIT and SUPERIOR CITY.
The new and splendid low-pressure steamers CITY OF CLEVELAND, J. M. Lundy, Master. ILLINOIS, John Fraser, Master.

LEAVING CLEVELAND AT 8 P. M.

THURSDAY, April 22.	MONDAY, April 19.
MONDAY, May 3.	THURSDAY, April 29.
THURSDAY, May 13.	MONDAY, May 10.
MONDAY, May 24.	THURSDAY, May 20.
THURSDAY, June 3.	MONDAY, May 31.
MONDAY, June 14.	THURSDAY, June 10.
THURSDAY, June 24.	MONDAY, June 21.
MONDAY, July 5.	THURSDAY, July 1.
THURSDAY, July 15.	MONDAY, July 12.
MONDAY, July 26.	THURSDAY, July 22.
THURSDAY, August 5.	MONDAY, August 2.
MONDAY, August 16.	THURSDAY, August 12.
THURSDAY, August 26.	MONDAY, August 23.
MONDAY, September 6.	THURSDAY, September, 2.
THURSDAY, September 16.	MONDAY, September 13.
MONDAY, September 27.	THURSDAY, September 23.
THURSDAY, October 7.	MONDAY, October 4.
MONDAY, October 18.	THURSDAY, October 14.
THURSDAY, October 28.	MONDAY, October 25.
MONDAY, November 8.	THURSDAY, November 4.

And newly fitted up Passenger and Freight Screw Steamers.
IRON CITY, J. E. Turner, Master.
MINERAL ROCK, J. P. Ryder, Master.
GEN. TAYLOR, Geo. L. Stone, Master.
Making three boats leaving Cleveland every week through the season.
The steamers make the round trip in eight days. Rooms for any of the trips can be secured by addressing
HUSSEY & McBRIDE
Forwarding and Commission Merchants,
Cleveland, Ohio.
N. B.—Mark all Packages, "Care of Hussey & McBride, Cleveland, O."

CENTRAL RAILROAD of NEW-JERSEY—Connecting at New-Hampton with the Delaware, Lackawanna and Western Railroad, and at Easton with the Lehigh Valley Railroad.
SUMMER ARRANGEMENT, commencing April 28, 1858.—Leave New-York for Easton and intermediate places from Pier No. 2 North River, at 7½ a. m., 12 m., and 4 p. m.; for Somerville by above trains, and at 5:30 p. m.
The above trains connect at Elizabeth with trains on the New-Jersey Railroad, which leave New-York from the foot of Courtlandt-st. at 7½ and 12 a. m., and 4 and 5 p. m.
Passengers for the Delaware, Lackawanna and Western Railroad will leave at 7½ a. m. only. For Lehigh Valley Railroad at 7½ a. m. and 12 m. JOHN O. STERNS, Superintendent.

LONG ISLAND RAILROAD COMPANY.—The Spring Arrangement is to commence on 1st of May and continue to 1st of July, when additional trains will be put on to accommodate the pleasure travel.

FLUSHING RAILROAD.—Leaves Fulton Market Wharf, by steamer Island City, at 6, 8 and 10 a. m., and 1, 4 and 6 p. m. The cars leave Flushing, L. I., at the same hours, meeting and exchanging passengers with the boat at Hunter's Point. Through in 50 minutes. Fare 25 cents.
WM. M. SMITH, Receiver.

HUDSON RIVER RAILROAD.—From May 10, 1858, Trains will leave Chambers-st. Station as follows: Express Trains, 6 a. m. and 5 p. m.; Albany and Troy Passenger Train, 11:30 a. m. and 10 p. m.; for Dobbs' Ferry, 6:30 a. m. and 4 p. m.; for Tarrytown, 7 p. m.; for Sing Sing, 10:15 a. m. and 5 p. m.; for Poughkeepsie, 8 a. m., 1 p. m. and 3:40 p. m.; for Peekskill, 5:30 p. m. The Poughkeepsie, Peekskill, Sing Sing, Tarrytown and Dobbs' Ferry Trains stop at the Way Stations. Passengers taken at Chambers, Canal, Christopher and 31st-sts. Trains for New-York leave Troy at 4:30 and 10:25 a. m., and 4:30 and 9:15 p. m.; and Albany at 4:45 and 10:35 a. m., and 4:05, 4:45 and 9:30 p. m.; on Sundays, at 9:45 p. m.
A. F. SMITH, Superintendent.

LAND ROUTE—NEW-YORK TO PROVIDENCE, &c.—On and after Oct. 26, 1857, Train of the PROVIDENCE, HARTFORD and FISHKILL RAILROAD will leave Hartford after the arrival there of the Express Train of the New-York and New-Haven, and New-Haven and Hartford and Springfield Railroads, which leaves New-York at 8 a. m.
SAMUEL NOTT, Superintendent.

NEW-YORK AND HARLEM RAILROAD COMPANY.—SUMMER ARRANGEMENT.
Commencing MONDAY, May 17, 1858.
Trains leave Depot corner of White and Centre-sts., New-York, at 6:15 p. m.—White Plains Train stopping at all Stations.
Trains leave Depot corner of 26th-st. and 4th-av., New-York, at
8:10 a. m.—Williamsbridge, train, stopping at all Stations.
8:30 a. m.—Mail train, stopping at Williamsbridge and all Stations north.
11:00 a. m.—Williamsbridge train, stopping at all Stations.
11:30 a. m.—White Plains train, stopping at all Stations.
2:30 p. m.—Williambridge train, stopping at all Stations.
4:00 p. m.—White Plains train, stopping at all Stations.
5:00 p. m.—Dover Plains train, stopping at all Stations above Williamsbridge.
5:40 p. m.—White Plains train, stopping at all Stations.
8:30 p. m.—Williamsbridge train, stopping at all Stations.
RETURNING—Leave Chatham Four Corners:
12:50 p. m.—Mail train, stopping at Williamsbridge, White Plains and all Stations north.
WM J. CAMPBELL, Superintendent.

NEW-YORK AND ERIE RAILROAD.—On and after MONDAY, May 10, 1858, and until further notice, Passenger Trains will leave Pier foot of Duane-st., as follows, viz.:
DUNKIRK EXPRESS at 6:00 a. m., for Dunkirk and principal intermediate Stations.
MAIL TRAIN at 8:00 a. m., for Dunkirk and Buffalo and intermediate Stations.
ROCKLAND PASSENGER, at 3 p. m., from foot Chambers-st., via Piermont for Sufferns and intermediate Stations.
WAY PASSENGER at 4:00 p. m., for Newburgh, Middletown and intermediate Stations.
NIGHT EXPRESS at 5:00 p. m., for Dunkirk and Buffalo.
The above Trains run daily, Sundays excepted.
These Express Trains connect at Elmira, with the Elmira Canandaigua and Niagara Falls Railroad, for Niagara Falls; at Binghamton with the Syracuse and Binghamton Railroad, for Syracuse; at Corning with the Buffalo, Corning and New-York Railroad, for Rochester; at Great Bend with the Delaware, Lackawanna and Western Railroad, for Scranton; at Hornellsville with the Buffalo and New-York City Railroad, for Buffalo; at Buffalo and Dunkirk with the Lake-Shore Railroad, for Cleveland, Cincinnati, Toledo, Detroit, Chicago, &c.
S. F. HEADLEY, Assistant President.

NEW-YORK and NEW-HAVEN RAILROAD.
1858. SPRING ARRANGEMENT. 1858.
Commencing March 15, 1858.
Passenger Station in New-York, corner 27th-st. and 4th-av.; entrance on 27th-st.
TRAINS LEAVE NEW-YORK.
For New-Haven, 7:20, 8 a. m. (ex.), 12:45, 3:10 (ex.), 3:30 and 4:20 p. m. For Bridgeport, 7:20, 8 a. m. (ex.); 12:45, 3:10 (ex.), 3:30 and 4:20 p. m. For Milford, Stratford, Fairfield, Southport and Westport, 7:20 a. m.; 12:45, 3:30, 4:20 p. m. For Norwalk, 7:20 a. m.; 12:45, 3:10 (ex.), 3:30, 4:20, 5:25 p. m. For Darien and Greenwich, 7:20 a. m.; 12:45, 3:30, 4:20, 5:25 p. m. For Stamford, 7:20, 8 (ex.) a. m.; 12:45, 3:10 (ex.), 3:30, 4:20, 5:25 p. m. For Port Chester and intermediate Stations, 7:20 a. m.; 12:45, 3:30, 4:20, 5:25, 6:30 p. m.
CONNECTING TRAINS.
For Boston, 8 a. m. (ex.), 3:10 p. m. (ex.) For Hartford and Springfield, 8 a. m. (ex.); 3:10 p. m. (ex.) For Connecticut River to Montreal, 8 a. m. (ex.) and 3:10 p. m. (ex.) to Northampton. For Canal Railroad, 8 a. m. (ex.) and 12:45 p. m. For Housatonic Railroad, 8 a. m. For Naugatuck Railroad, 8 a. m. and 3 p. m. For Danbury and Norwalk Railroad, 7:20 a. m., 4:20 p. m.
JAMES H. HOYT, Superintendent.

NEW-JERSEY RAILROAD—For PHILADELPHIA and the SOUTH and WEST, via JERSEY CITY.—Mail and Express lines leave New-York at 8 and 11 a. m. and 4 and 6 p. m.; fare $3. Through Tickets sold for Cincinnati and the West, and for Baltimore, Washington, Norfolk, &c.; and through baggage checked to Washington in 8 a. m. and 6 p. m. trains. J. W. WOODRUFF, Assistant Superintendent.
No baggage will be received for any train unless delivered and checked fifteen minutes in advance of the time of leaving.

PENNSYLVANIA RAILROAD
THE GREAT CENTRAL ROUTE.
The Pennsylvania Railroad connects at Pittsburgh with railroads to and from St. Louis, Mo.; Alton, Galena and Chicago, Ill.; Frankfort, Lexington and Louisville, Ky.; Terre Haute, Madison, Lafayette and Indianapolis, Ind.; Cincinnati, Dayton, Springfield, Bellefontaine, Sandusky, Toledo, Cleveland, Columbus, Zanesville, Massillon and Wooster, Ohio; also, with the steam packet boats from and to New-Orleans, St. Louis, Louisville and Cincinnati.
Through Tickets for the East can be had at any of the above-mentioned places in the West.
Passengers will find this the shortest, most expeditious and comfortable route between the East and West.
FROM NEW-YORK TO CINCINNATI IN 30 HOURS.
FROM NEW-YORK TO CHICAGO IN 36 HOURS.
FROM NEW-YORK TO ST. LOUIS IN 46 HOURS.
Fare as low as any other route.
See hand-bills in the hotels of this city.
Through Tickets, or further information, may be had at the office of the PENNSYLVANIA RAILROAD,
No. 2 Astor House, Broadway.
January 1, 1858. J. L. ELLIOTT, Agent.

PENNSYLVANIA RAILROAD.—THE GREAT CENTRAL ROUTE, connecting the Atlantic cities with Western, North-western and South-western States by a continuous Railway direct. This Road also connects at Pittsburgh with daily lines of steamers to all ports on the Western Rivers, and at Cleveland and Sandusky with the steamers to all ports on the North-western Lakes—making the most direct, cheap and reliable route by which FREIGHT can be forwarded to and from the Great West.
RATES BETWEEN PHILADELPHIA and PITTSBURGH.

FIRST CLASS.—Boots, Shoes, Hats and Caps, Books, Dry Goods (in boxes, bales and trunks), Drugs (in boxes and bales), Feathers, Furs, &c.	75 cents ₩ 100 ℔.
SECOND CLASS.—Domestic Sheeting, Shirting and Ticking (in original bales), Drugs (in casks), Hardware, Leather (in rolls or boxes), Wool and Sheep Pelts, Eastward, &c.	60 cents ₩ 100 ℔.
THIRD CLASS.—Anvils, Steel, Chains (in casks), Hemp, Bacon and Pork, salted (loose or in sacks), Tobacco, manufactured, except Cigars or Cut, &c.	50 cents ₩ 100 ℔.
FOURTH CLASS.—Coffee, Fish, Bacon, Beef and Pork (in casks or boxes Eastward), Lard and Lard Oil, Nails, Soda Ash, German Clay, Tar, Pitch, Rosin, &c.	40 cents ₩ 100 ℔.
FLOUR—	₩ bbl. until further notice.
GRAIN—	₩ 100 ℔ until further notice.
COTTON—	₩ bale, not exceeding 500 ℔ weight, until further notice.

In shipping goods from any port east of Philadelphia, be particular to mark the package "Via Pennsylvania Railroad." All Goods consigned to the Agents of this Road at Philadelphia or Pittsburgh will be forwarded without detention.
FREIGHT AGENTS.—Harris, Wormley & Co., Memphis, Tenn.; R. F. Sass & Co., St. Louis; P. G. O'Reilly & Co., Evansville, Ind.; Dumesnil, Bell & Co., and Carter & Jewett, Louisville, Ky.; B. C. Meldrum, Madison, Ind.; H. W. Brown & Co., and Irwin & Co., Cincinnati; N. W. Graham & Co., Zanesville, Ohio; Leech & Co., No. 54 Kilby-st., Boston; Leech & Co., No. 2 Astor House, New-York, and No. 1 South William-st., New-York; E. J. Sneeder, Philadelphia; Magraw & Koons, Baltimore; D. A. Stewart, Pittsburgh.
H. H. HOUSTON, General Freight Agent, Philadelphia.
T. A. SCOTT, Superintendent, Altoona, Pa.
April 1, 1858.

Medical.

CATARRH.—The science of Medicine was instituted to guide and direct the successful practice of it. Without a correct pathology of disease, practice will prove unavailing in the removal of it. The location, cause and results of Catarrh have been most singularly overlooked and misconceived by medical writers past and present. The writer has devoted himself to the investigation and elucidation of this disease as a speciality for several years—has advanced and maintained his pathology, which is entirely new and incontrovertible.
Upon it he has based his treatment in the application of remedies for the radical and positive cure of the most formidable types of this malady, and which has proved to be uniform in almost every instance. It is no longer an incurable disease.
R. GOODALE, M. D.
Office for consultation and treatment, No. 3 Bond-st.

PROF. DE GRATH'S ORIGINAL ELECTRIC OIL.
This great discovery is now creating a great sensation among the Medical Faculties of Europe and this country. It will cure the following (not everything):
WARRANTED TO
Cure Fever and Ague in one day;
Cure Chills in five minutes;
Cure Croup in one night;
Cure Deafness in two to four days;
Cure Burns and Scalds in ten minutes;
Cure Sprains, Wounds and Bruises in from one to three days;
Cure Inflammation in one day;
Cure Neuralgia, Croup, Toothache, Burns, in ten minutes;
Cure Hemorrhage, Scrofula, Abscess, in ten days;
Cure Bruises, Wounds, Tetter, in one to three days;
Cure Earache, Stiff Neck, Ague, in one day;
Cure Felons, Broken Breast, Salt Rheum, in three to six days;
Cure Quinsy, Palpitation, Pleurisy, in one to ten days;
Cure Asthma, Palsy, Gout, Erysipelas, in five to twenty days;
Cure Frosted Feet, Chilblains, Stiff Joints, Chronic Rheumatism, Sore Throat, Scarlet Fever, and the lame made to walk, by a few bottles.
This Oil (De Grath's) is mild and pleasant, and is a great Family Medicine for children teething, &c.
Ladies should all use it. It always leaves you better than it finds you, and one bottle often cures entirely.

AFFLICTED THIRTEEN YEARS, AND CURED IN ONE WEEK.
Read letter from the Rev. James Temple:
PHILADELPHIA, June 9, 1856.
PROF. DE GRATH: I have been afflicted for thirteen years with Neuralgia and other painful complaints, and I have been unable to sleep soundly or walk any distance for many years past. Last week I got a bottle of your "Electric Oil." The first night I slept soundly and well, and to-day I am like a new man. My wife could not believe her eyes. Your Electric Oil has done in one week what the Physicians of Philadelphia failed to do in thirteen years. Gratefully yours, REV. JAMES TEMPLE,
No. 310 South-st.

DEAFNESS CURED.
NEW-HAVEN, May 19, 1856.
PROF. DE GRATH: My brother has been deaf for three years. After trying many things, he used your Oil a few times and it cured him entirely. CLIFFORD R. SCRANTON.
CAUTION.—There are numerous imitations springing up on the reputation that my article has acquired. The public must beware. They are worthless.
Sold by Druggists, and by BARNES & PARK, 15 Park-row.

THE ORIGINAL AND GENUINE DR. S. P. TOWNSEND'S SARSAPARILLA Wholesale and Retail Depot No. 212 Broadway, corner Fulton st., Office No. 2 opposite St. Paul's Church, New York.

Water Cure.

DR. MUNDE'S WATER-CURE ESTABLISHMENT at Florence, Mass., three miles from the Northampton Depot. Price, $12 per week.

HYGEIO-MEDICAL INSTITUTE, No. 15 Laight-st., New-York.—Drs. TRALL and MAY, having associated with themselves in business D. A. GORTON, M. D., and Mrs. C. S. SMALLEY, M. D. (who has had a large and remarkably successful experience in the management of female diseases), are now enabled to give the strictest attention to all classes of invalids. The establishment has been thoroughly renovated, and genteel accommodations provided for such boarders as desire the dietary of the Institute. Every appliance (worth using) known to the true Hygienic system, will be found here. Outdoor patients attended to. Lying-in women received and nurses provided. Inmates have the rare privilege of attending the Medical Lectures in the School Department. Terms very reasonable.
N.B.—The MERIDEN MOUNTAIN HOUSE, at Meriden, Conn., one of the most charming and salubrious places in New England, will be opened as their country establishment June 1.

Legal Notices.

IN CHANCERY of NEW-JERSEY.—In the matter of escheat of lands of JACOB WORTMAN, deceased, situate in the Township of Chester, in the County of Morris, and State of New-Jersey.—Notice is hereby given that by virtue of a writ of escheat, issued out of said Court, directed to Wm. H. Anderson, Sheriff of said county, an inquisition was taken before him at the Court-House at Morristown, in said county, on the tenth day of April, A. D. 1858, pursuant to the act in such case made and provided, whereby, and by the return whereof, signed by the said Sheriff and the Jurors therein mentioned, it appears that the said Jacob Wortman, at the time of his death, was seized of an equal undivided one-third part of the three several tracts of land and premises hereinafter particularly described.
The first lot situate in the township of Chester, in the County of Morris, and State of New-Jersey, beginning at a red oak tree marked for a corner standing on the east side of Black River, near the seat of the old forge, and runs thence (1) down the said river the several courses thereof, to a maple tree marked for a corner near the Falls; thence (2) south thirty-eight degrees east twenty-six chains to a stone heap; thence (3) north forty-four degrees and thirty minutes east ten chains to a hickory; thence (4) north eighty-four degrees east five chains and eighteen links to a chestnut tree; thence (5) north fifty seven degrees east ten chains and fourteen links to a hickory tree; thence (6) south thirty-one degrees and fifteen minutes east twenty-three chains and thirty-two links to Peter Wortman's Line; (7) thence north forty-one degrees and thirty minutes east thirteen chains and twenty-two links to a stone heap; thence (8) north forty-eight degrees east eight chains to a stone heap; thence (9) south forty-eight degrees and fifteen minutes east twenty-three chains and thirty-one links to a chestnut tree; thence (10) north forty-five degrees east seven chains to a rock oak; thence (11) north thirty-six degrees west twenty-six chains; thence (12) north sixty-nine degrees west twenty-eight chains and fifty-five links to the highway; thence (13) north forty-two degrees east sixteen chains and thirty-two links to a stone heap, formerly a hickory stump; thence (14) north sixty-two degrees west seven chains; thence (15) north seventy-three degrees and thirty minutes west five chains; thence (16) south eighty-eight degrees west seven chains to the place of beginning, containing two hundred and one acres, and seventeen hundredths, strict measure.
The second lot situate in the Township of Chester, in the County of Morris and State of New-Jersey, beginning at a hickory tree, being a corner to lands formerly of Hugh Runyon, and runs thence (1) north forty-five degrees west forty-nine chains and forty-four links, to a stake and heap of stones in the patent line; thence (2) south forty-seven degrees west eight chains and eighty-one links, to a stake; thence (3) north thirty-three degrees west ten chains and eighty-six links, to a stone-heap near a ditch; thence (4) south fifty degrees west thirty-five chains and ninety-five links, to the middle of the road; thence (5) along the road south thirty-two degrees, east eleven chains and thirty links; thence (6) south forty-eight degrees east twenty-six chains and thirty-six links, to the bridge; thence (7) south seventy degrees east thirty-two chains and sixty-four links, to a hickory tree; thence (8) north thirty-six degrees and forty-five minutes east twenty-nine chains and eighteen links to the place of beginning, containing two hundred and forty-nine acres, and forty-four hundredths of an acre, strict measure.
The third lot, situate in Chester township, Morris County, New-Jersey, beginning at a small stone heap in a fence of Jacob Emans, westerly from the house on said farm; from thence by Shangle's line in part south thirty-three degrees and a half east forty-five chains to a black oak tree, being a corner also Jacob Emans' land; thence north forty-nine degrees and a half east thirty-five chains and eighty-eight links to a stone heap, also a corner of Jacob Emans' land in the meadow; thence south thirty-five and a half degrees east eleven chains and fifty links to the patent line; and by the same north forty-seven degrees and a half east thirteen chains and sixty-seven links to a small hickory sprout marked; thence north thirty-five and a half degrees west seven chains and ninety links to where formerly stood a beech tree; thence south fifty and a half degrees west ten chains and twenty-five links to a stone heap by the bars between the two meadows, and thence by Philip Crater's line north thirty-eight degrees and forty minutes west twenty-six chains and fifty links to a heap of stones in the woods, a corner of Jacob Emans' other tract; thence by his line south forty-eight degrees west seven chains to a marked chestnut tree; thence north fifty degrees and a half west twenty-three chains and thirty links to a corner of the fence a line of said Emans; thence south forty-eight degrees and forty-five minutes west eight chains and fifty links by the bars; thence south forty-three degrees and a half west twelve chains and sixty links to the place of beginning, containing one hundred and fifty acres and ninety-five hundredths of an acre of land. That the said Jacob Wortman had an estate of inheritance in fee simple in and to the equal undivided one-third part of the said lands, tenements, and hereditaments. That the said Jacob Wortman died in the month of March, eighteen hundred and forty-two. That he made no devise of the said lands, tenements, or hereditaments, or any of them. That he, the said Jacob Wortman, did not leave any heir, and that the clear yearly value of the equal undivided one-third part of the said three tracts of land whereof the said Jacob Wortman was seized at the time of his death, is the sum of two hundred dollars.
All persons, therefore, claiming any interest in the lands described in said inquisition, are hereby notified and required to appear and traverse the said inquisition within twenty days after the sixteenth day of November next, the time herein limited for that purpose, pursuant to the statute in such case provided.
Dated Trenton, N. J., May 3, 1858.
WM. L. DAYTON,
my12 law6moW Attorney-General of N. J.

SUPREME COURT—City and County of New-York.—PERRY G. GARDINER against OSCAR F. STEBBINS, DOROTHEA STEBBINS, THADDEUS SPENCER, Executor, &c., of William Gay, deceased, Joseph Thompson, Deborah Spencer, Elizabeth H Gay, Mary C. Gay, Francis G. Spencer, Eliza R. Spencer, Mary C. Spencer, Cornelia Spencer, William G. Spencer.—Summons for relief.—To the defendants above named, and each of them: You are hereby summoned and required to answer the complaint in this action, and to serve a copy of your answer to the said complaint, on the subscriber, at his office, No. 71 Wall street, in the city of New-York, within twenty days after the service hereof, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiff in this action will apply to the Court for the relief demanded in the complaint.—Dated New-York, March 12, 1856.
GEO. BLISS, jr., Plaintiff's Attorney, No. 71 Wall st.
The complaint in this action was filed in the office of the Clerk of the City and County of New-York, April 10, 1858.
ap14 law6wW GEO. BLISS, jr., Plaintiff's Attorney.

New-York Daily Tribune

Industry, Inventions and Discoveries.

MANUFACTURE OF SILK IN CHINA.—The silks manufactured by the Chinese are especially remarkable for their bright colors; and, with the exception of their velvets, are fully equal if not superior to those of European manufacture. Everybody who is able wears silk—not only his clothes and stockings, but his boots and shoes also being made of that article. The finest silk is made in Tsche-Kiang and Kiang-Su, 27° and 32° north. In Canton there are 17,000 silk weavers. The other principal manufactories are in Nankin, Hang-tscheu and Tu-tscheu. The looms differ but slightly from those used in Europe before the time of Jacquard. The work is done entirely by hand, and the workmen are paid at the rate of six to ten dollars monthly, their daily labor continuing from fourteen to sixteen hours. The combs are made of reeds, the shears and pincers of iron, and the polishers of the same metal. A knife is use to cut off the threads from the velvets. They have also double looms, by which two pieces of equal length may be manufactured simultaneously. They weave foulard, gauze and taffeta, and their green cloths are especially excellent on account of their stability of color. They also make handkerchiefs, although they formerly used paper for the purpose to which they are applied. Their Gros de Naples is very much superior to that manufactured in France. The warp is formed of twisted silk the woof of *mi grenade*. Another kind of Gros de Naples bears more resemblance to that of European manufacture. They also manufacture serge and blue velvet. All silk fabrics are stamped with the manufacturer's name, in Chinese characters. The crape is prepared as in France. The gauzes are distinguishable from the French by their superior lightness and neatness. The Chinese are also very dexterous in knitting. The knitting-needles of Ningpo are well known, and do not cost more than ours, although they are made one at a time, with the hand. The handsomest specimens of knitting are executed by men, the ordinary by women, and the prices of their wares are wonderfully low. In printing the silk fabrics in Ningpo, the color is laid with a brush upon a form, and the cloth being then spread out upon it, is beaten with a wooden block. This operation is best performed in Tung-Yung and in Tsche-Kiang. The various colors employed by the Japanese show them to have made greater progress in chemistry than the Chinese. In Tu-tscheu the simple foulard handkerchiefs are made which are sent to India and this country. They are stamped in Canton, where also there are prepared knitted shawls for the South American market, where they are used alike by men and women. A beautiful scarlet shawl of this kind, manufactured for a Peruvian General once, cost $200. A knitted fire-screen, made of velvet, on which were portrayed a Chinese woman with a child, a dog, a rose, and an almond tree, and several animals, cost $50. The most beautiful of all their fabrics of this kind are their paintings on velvet, the figures of which stand out in relief. Entire scenes are delineated in this manner. The silken sun-shades are sent to South America particularly. On their ribbons are pictured fantastic flowers, trees, birds, and insects, of the most outlandish forms and the brightest colors. There is as great a demand there for these articles as among us. The most important manufactories are in Nankin, Tu-tscheu and Hang-tscheu, and their cost is extremely low.

NOVEL USE OF ELECTROTYPES.—Muller, the sculptor of the Minstrel Curse, has lately executed a relief of Rip Van Winkle awakened by the devil. Simple Rip is in a half-rising attitude, looking at the enemy with a bewildered countenance. His dog is making a vigorous onset toward the devil, who, pointing to a barrel, orders him to carry it up the Catskill Mountain, which appears in the distance under the outline of a Dutchman, quietly resting on his back with a pipe in his mouth. The best figure of all is that of the devil; it is truly a devil incarnate, and by a strange coincidence, if despoiled of professional appendages, it is the true likeness of a cotemporary, whose blunt and acute retorts have been pronounced demoniacal by many. This relief is of copper, deposited by the electro process: it is about one-twelfth of an inch thick, and fourteen by eighteen inches long, weighing two pounds. Mr. Muller intends to draw a series of sketches, and to have them reproduced in great number by electro process, for ornamenting fine furniture, chimney-pieces, stairways, &c. This is a very happy thought: the works of masters are very often caricatured when reproduced in wood by unskillful artists, and when well executed the cost places them only within the reach of the few. This plan of reproducing chemically makes it as easy to have good sculptures as to have bad ones, and as good models are not wanting, we may hope it will result in the education of taste in the masses. Taste, like the other faculties, lies dorment, or becomes atrophied for want of exercise; and though we have learned much since Mistress Trollope met with a Yankee, who, on seeing a goose in a picture of the Gauls scaling the Capitol, mistook it for the American eagle, still we have yet to improve before we lead in arts, as we do in machines and ships.

OMNIBUS CANE, just patented by S. W. Francis of this city, is provided with a hollow ferrule, inside of which a dollar's worth of three-cent pieces are placed. By pressing a knob near the handle, two three-cent pieces are made to slide out of the cane into the hand of the driver. Practice has shown a property of this instrument which was not thought of by the inventor and is not covered by the claims. When a gentleman pulls the rope to warn the driver and presents his cane for paying, if the driver mistakes the warning for one to stop and hold the reins, the law of inertia makes the body of the gentleman shoot forward, cane extended, and the driver is reminded of his error by a slight poke in the ribs. There are already in existence, sword canes, gun canes, barometer canes, thermometer canes, telescopic canes, umbrella canes, chair canes, bottle canes, fishing canes, clarionet canes. Mr. Francis has invented a paying cane; let him devise a telegraph cane, and we ask no more.

SPRING-GUN TRAP, patented by Loth & Reuthe, Hartford, Conn. This instrument is cheap, not liable to get out of order, portable, certain in its operation, and not dangerous to man. It consists of a tube, inside of which two fangs, separated by a spring, are free to slide, and of two pistol barrels fastened on each side of the tube. To use the instrument, the fangs are pushed in, their ends, armed with prongs, still project out of the tube, and the bait is attached to them; the two barrels are loaded, and the machine is suspended from a branch, a few feet above the ground, by means of a ring attached to the other end of the tube. The animal raising his neck seizes the bait into his mouth, pulls it downward, the fangs follow, sliding out of the tube and separating by the pressure of the spring, enter the animal's jaws, at the same moment a dedente is made to play, and two balls are discharged into the throat of the animal with a tolerable prospect of killing him instantly. This trap, unlike many, cannot be covered by snow, and a water-proof bag is capped over it as a protection against rain. The report of the pistols warns the hunter of his success, and the skin is not injured by bullet-holes. The size of the trap, the hight at which it ought to be suspended, and the nature of the bait depends upon the specie of the animal hunted for. The fox is the keenest of all, and for him the trap must be set with extra care. The bait should be a bird so placed as to look alive, and the fox must be allured to his fate by besprinkling the bird with a few drops of anise oil and rubbing the fangs with a preparation made up as follows: Take half a pound sweet butter, melt it with an onion well cut up, and cook till the onion becomes yellow; mix with it a thimbleful of powdered camphor, and preserve the grease thus manufactured in an air-tight vessel, kept in a cool place. When birds cannot be procured, use a piece of bread in the same manner.

BULLOCK'S MECHANICAL FEEDER FOR PRINTING PRESSES has been in successful use for several months on the press upon which Frank Leslie's Illustrated Paper is printed. A pile of sheets is placed upon the feeding-board in the manner usual for hand-feeding. Above it and a few inches back of the front edge of the top sheet, a number of small vertical cylinders stand in a row parallel to the printing cylinder. Each of these cylinders is a small engine, closed at top and open at the bottom, inside of which is a piston, provided with a piston-rod sufficiently long to reach the paper when the piston is down. All the rods are articulated, an elongated hole is cut in each for a crank-pin to pass through, and by means of a cranked shaft they are made to move constantly backward and forward. The ends of the piston-rods are so arranged as to slide on the paper when moving backward and as to carry it forward during the forward stroke. Each piston is pressed down by a coiled spring placed in the cylinder between the piston and the top cover. From each cylinder a pipe extends to the edge of the feeding-board nearest the roller, where it is flattened, and its lowest portion resting on the feeding-board, is pierced with a small hole. All the cylinders are also connected with an exhaust air-pump, constantly at work. The machinery operates as follows: The piston-rods working backward and forward in contact with the top sheet brings it forward to the edge of the feeding-board. The moment it arrives there, the suction of the exhaust pump makes the sheet close hermetically the small holes in the pipes. A vacuum in the cylinders and the rising of the piston against the coil springs are the immediate results of this closing. The piston-rods recede from the paper, which is left at rest, till the iron fingers of the roller seize it and carry it to the form. The moment the sheet is carried off, the holes in the pipes are left open, air rushes through them into the cylinders, fills the vacuum, the pistons are pushed down by the coil springs, and the end of the piston-rods carry the next sheet forward. Several of the cylinders work at right angle with the first to insure a proper register sidewise. There are also a few incidental arrangements, such as the raising of all the pipes from the paper at the moment the last is clenched. This apparatus works well; but each time we saw it there was a boy in attendance. There ar several good patented plans for making a mechanical feeder for separate sheets, but none better than the one described. The nature of the work requires an attendant, and as feeding does not require a long apprenticeship, there is little difference between the wages of a feeder and those of a boy. The advantage of the apparatus seems then to consist in the possibility of running presses faster. Book printers cannot avail themselves of it, as, for the purpose of making neater copies, the presses are actually run slower than they could be fed by hand. The apparatus would be advantageous for newspaper rotary presses, in which rapidity is everything; but in this case, feeding with endless paper is still a better plan, which sooner or later will supersede all others.

QUINA MANUFACTURE IN NEW-YORK.—Quina is a vegetable alkali, contained in the bark of the tree called cinchona, which grows in Chili, Bolivia, Peru and New-Granada. The medicinal properties of the bark of cinchona were known by the Indians of South America before the discovery of Columbus, but it was only in 1640 that they became known to white men through the wife of a Governor of Lima, whose life was saved by it. In 1820, Pelletier and Caventou discovered quina, showed the process for separating it, and proved it to be the substance which cured fevers. This alkali, combined with acids, produces numerous salts; it exists in the bark, combined with quinic acid, under the name of superkinate of quina. Combined with sulphuric acid it produces sulphate of quina, and in that form is a universal remedy for most kinds of fevers. Sulphate of quina is a white powder which on account of high cost is extensively adulterated; its composition is, sulphuric acid 40, quina 324, water 72. The process to prepare it is to boil the bark in a solution of carbonate of soda to extract the resin; the residue is treated with sulphuric acid; the sulphate of quinine produced is mixed with carbonate of soda; this precipitates the quina, which is once more turned into carbonate of soda, cleaned with charcoal, and finally reduced to crystals by evaporation. The price of quina is usually $2 an ounce, or twice its weight of silver, but when the supply is short, as in the epidemical year 1853, it rises to $6. The largest manufactory of Paris produces 300,000 ounces a year, and exports 125,000 ounces to the United States. These figures show how important it is for us to manufacture this important article at home. Messrs. Keye Brothers of New-York have just completed a quina factory at Harlem, on Second avenue and One-hundred-and-twelfth street. The work was superintended by Edmund Dam of the Paris factory, who came here for that purpose. The buildings, which with the ground cost $25,000, were designed by J. Renwick, jr. The machinery, consisting of steam-engine and various chemical apparatus, was designed and the execution superintended by Ch. W. Copeland, and cost about $20,000. This factory is calculated to produce 150,000 ounces annually.

PROSSER'S SURFACE CONDENSER.—One is in operation in the inventor's shop, where it is applied to a high-pressure steam-engine of about six-horse power. The principle of this condenser is to use much less condensing water than is usual, by raising its temperature to the boiling point, and to condense the steam arising from this water to supply the loss of water in the boiler. The apparatus is divided into three portions. The condenser proper consists of a number of iron pipes, inside of which runs the escape steam, and outside of which is the condensing water. The condenser for the steam arising from the condensing water is built on the same plan. The heater through which the condensed water is forced to pass on its way back to the boiler, and where it is heated by the escape steam on its way to the condenser, is also of a similar construction. There are merits in this condenser. It is so constructed as to be lasting, and it leaves the boiler clean, even when the most dirty water is used. It also in a measure diminishes the liability to explosion from deficiency of water, but we do not believe that it results in an economy of fuel. The calculations of the inventor, showing that his condenser "enables steam-engines to perform fifty "per cent more than with any other condenser," are based on imaginary data. The only figures to be depended upon in such cases are the number of pounds of coal burnt per hour, with and without the condenser, to perform the same work in the same time.

LIGHTING GAS BY ELECTRICITY.—Saml. Gardiner, jr., of New-York, patented in 1857 an electric apparatus by means of which a person acting on two keys could light or shut off at will, and at the same moment, all the gas-burners of a building, or any designated number of them. It was applied to the lights of the Broadway Theater, and was made to work several times every evening to the great amusement of the audience. The stop-cock of every chandelier and of every isolated burner is provided with a rachet wheel, which is acted upon by a catch connected with an ordinary electro-magnet, and each magnet is connected by a wire with a battery and with a circuit-breaking key placed in the operator's room. Over every burner is a coil of fine platina wire, and all these coils connected together by copper wires are in the circuit of another electric current which may be closed or opened by means of another circuit-breaking key. To light the gas, the operator closes the circuit of the coils of platina; these become red-hot. He then closes and opens the stop-cocks circuit as many times as necessary to make the ratchet wheels describe a quarter of a circle. The stop-cocks are then opened, and the gas, rushing on the burning coils, is lighted. The burners are turned off by playing again on the key till the rachet wheels have moved another quarter of a circle, then the stop-cocks are closed. By having as many keys as there are burners or groups of burners, each burner or each group may be operated separately from the others. By throwing all in one circuit, they may be operated with a single key. The use of this invention does away with the causes of fire consequent upon the use of matches, it saves the labor of lighting, and an unnecessary expense of gas in large establishments where the lighting has to be begun one hour before light is wanted. In the streets it is peculiarly advantageous, as a burner accidentally put out by a puff of wind is instantly lighted again. An improvement on this invention has been patented, March, 1858, by the original inventor. It consists in placing the platina coil by the side of the burner, instead of above it, and in the flame. The use of platina, though very costly, is necessary, as it is the cheapest metal which does neither melt nor burn under the circumstances described. The apparatus thus improved has been lately applied to the 1,500 burners of the Senate Chamber in Washington, and is said to give complete satisfaction.

A NEW MUSICAL INSTRUMENT.—The successful efforts of art-mechanics in music have for a long time been exclusively shown in improving the old instruments of past centuries, but not in adding new instruments of high value and rank to the list. We have at last recently examined an instrument, made by Messrs. Hill, which is essentially novel, and, making every allowance for the inevitable deficiences of a first out-worked attempt of the principle involved, the result is promising and brilliant. The inventors call it, stupidly enough, a keyed harp; whereas its qualities are precisely those which the harp has not, namely, a sustained sound. It is played upon like the piano-forte, and while the tone-stroke has not the readiness, or crispness, or vitality of that instrument, the sustained vibration is much greater when not arrested by mechanical means. The note cannot be shaded after once sounded, but the continuation of the vibration, we are assured by the inventors, can, under the extended application of a second and improved manufacture, be secured for a whole minute. The instrument, we heard, wants power, which the inventors say can be more than doubled by doubling the size of the constituents of its sonority; but it has great sweetness—in fact, too saccharine, if anything—and not characterized by vigor. But the inventors were forced to make the thing themselves, and, under the circumstances, it is a most remarkable success. The quality of the tone being so sustained, we would advise the Messrs. Hill to change its appellation to something appropriate. The principle is that of a vibrator, or fork, with the prongs applied to an aperture in a box or cell. The vibrators have prongs from one inch to ten inches long, the handles of which are gently but firmly held to their places over the hammers and to the cells, which cells are of as many sizes as are the forks. To the prongs of the longer vibrators are wires to receive the hammers, and wings to enable the prongs of the vibrators to take efficient hold on, and thoroughly cause to sound the air in the cells. The damper frames and damper levers are at the back ends of the keys; and the sound is stopped by the fall of the damper against or near the ends of the prongs. The damping is perfect, as is also the pedal movement. The covering of the hammers differs much from, and is simpler than that of the piano. The strength of the ordinary piano action is all that can be desired in this; and the inventors would have had much more tone and better adjustment of parts had they used vibrators of double the size of the present ones. A very great difficulty has been to so arrange the parts as to bring them into a convenient compass, as regards the size of the case, and to get sufficient sound-distance, and the best forms and sizes of cells to fit the case and keys, and to produce the right quality and quantity of tone—all of which the inventors aver they can now master to perfection. Their next instruments will be lower in pitch or extended range, and weigh about 100 lbs. less than the one exhibited, and be less than two-thirds the weight of the piano. This instrument can be made much like a cottage piano and be in two parts, for convenience of removing; indeed, it can be twisted into many forms, including a similitude to the grand piano. The principle was discovered by U. C. Hill when a mere boy, in 1819—and carefully experimented by U. K. Hill the latter—the experiments being few and inadequate. After U. K. Hill's death, in 1846, U. C. and C. F. Hill experimented and obtained patents in the United States and England; but more was required, and other discoveries were made about three years since, and new patents obtained in 1858; and the instrument is at last entirely ready for manufacture when capital shall be invested.

FUSION OF PLATINUM.—We had occasion a few weeks since to notice the introduction in this city of the working of platinum, and its successful fusion upon a large scale by the hydro-oxygen blowpipe for practical purposes. The process is that of Dr. Hare, who succeeded in melting at one time 28 ounces, the largest quantity of this metal ever fused at once, until the late operations in this city. The new demand for platinum for the use of dentists, which by a notice in *The Poughkeepsie Telegraph and Democrat* upon the article in THE TRIBUNE appears to be an application of the metal wholly American, has given a stimulus to the perfecting of the process, the result of which is the ability to fuse the metal in masses, such as never before were so treated. The scientific interest and practical importance, as well as novelty of these operations, will justify a notice of the progress made since the publication of the former account, when Dr. Roberts had succeeded in melting 20 ounces at one time. His attention has subsequently been directed to the perfecting of his apparatus. The arrangement of the pipes for the safe and uniform supply of the gases has been greatly improved and simplified, and one of the copper cylinders of 80 gallons capacity having been destroyed by the gases becoming mixed and exploding with a terrible report, a new one has been provided for the hydrogen of the capacity of 220 gallons. This, with the gasometer for oxygen, holding 80 gallons, gives an abundant supply of the gases, the hydrogen being consumed at the rate of about two measures to one of oxygen. The tuyere or jet-piece, in which the gases meet, and from which they issue in ignition, is kept cool by the same expedient adopted in the so-called water tuyere of the blast-furnace. It is made in the form of a truncated cone with double walls, between which a current of water is admitted, flowing in cold and passing out hot. In other respects the apparatus has been rendered admirably effective and simple. On the evening of the 16th inst. we were so fortunate as to be present at a test, to which it was to be subjected, of melting 53 ounces of platinum. For holding the metal, oblong plates of the very best fire-brick material are made with their upper surface slightly hollowed out, so as to give to the cake somewhat of an ingot form, convenient for its subsequent working. This cake, after being hammered down and rolled, produced a sheet of the metal of gauge No. 25 thickness, measuring 75 inches in length and of nearly uniform width, varying little from three inches. The metal is beautifully smooth, shining like a mirror, and remarkably soft and flexible. Upon this the rough lumps and scraps of metal were piled, among which was one of the Russian platinum coins. This, on the application of the heat, was observed to melt and flow more readily than any of the other pieces—perhaps from its containing some other metal, introduced to give greater hardness than that of pure platinum. The plate with its load of metal being heated as much as possible in a powerful furnace, is brought under the jet, which instantly ignites as it strikes upon the intensely glowing platinum. But it is curious to see how this glow soon pales under the greater intensity of those portions on which the flame plays. Beginning at one end of the heap, this is first melted down, and the other portions are brought in succession into the same fused condition, as they are moved along under the jet. In thirteen minutes' action of the blowpipe the whole 53 ounces were thus melted into a solid cake, well-shaped for subsequent working, though from the quantity being disproportioned to the capacity of the fire-brick plate, it was a matter of some difficulty to keep it from overflowing. In this time the stock of gases had been only about half consumed. The test thus proved perfectly successful, and the capacity and fitness of the apparatus far superior to any other ever constructed for this purpose.

The arrangements made by Dr. Roberts for treating the ores of platinum are already arresting the exportation to Europe of the parcels that find their way to this city. We noticed in his laboratory a large quantity undergoing the process of solution in order to separate it from the substances associated with the platinum. The crude article comes to this city from California and Oregon in the form of grains. A sample recently examined by Prof. Eaton yielded 33 per cent of platinum, the remainder principally osmium-iridium-gold; palladium, rhodium, titaniferous iron, and a number of other metals are also commonly found among the grains.

ELASTIC BALL-VALVE PUMP, patented 1857, by A Tower of New-York, was devised for the purpose of being at the same time a lift and force pump and a fire-engine. It consists of two cylinders standing vertically on a bed-plate, between which is an air reservoir, and on the top of which are cast two projections, used as bearing for the working-beam or brake. There is a hollow plunger in each cylinder connected from its bottom with the brake and moving through an ordinary stuffing-box, which is so placed that by turning a few screws it may be made tighter without stopping the pump. There is one valve seat directly under each cylinder, and two in the air reservoir, all of which are raised a few inches above the flat surface around. Over each seat stands an India-rubber ball about two inches in diameter, which is prevented from falling sideways or rising too high by being inclosed in a wire cage. Every solid particle which is carried through the valve falls by its own weight by the side of the elevated seat, and cannot henceforward choke the pump, and the few particles which may be arrested in their passage when the ball comes suddenly down get imbedded in the India-rubber which closes around them, and do not interfere with the action of the valve. This pump is capable of pumping a mixture of grain and water made in the ratio of three quarts of corn to each gallon of water. The working beam is properly molded for the insertion of levers at each end. When it is adviseable to work the pump by steam power, one of the levers is taken away and a connecting rod, with one end turned at right angles and shaped like that of the lever, is substituted for it. The pump, mounted on four wheels and provided with proper hose, is turned into a small fire-engine. This machine fulfills all the requisites of a pump on board ships or on farms; it is carefully and substantially built, and requires but little care to be constantly kept in working order.

A DESTRUCTIVE WAR ENGINE.—We mentioned some time since that two of our ingenious citizens, Messrs. Wright and Gould, had completed the model of a rotary cannon which could be fired at the rate of sixty rounds per minute. Since that announcement the inventors have been engaged in having constructed a working model of the gun, which is now finished, and was tested yesterday afternoon in a vacant building on Washington street. The piece is a beautiful little brass gun of the usual shape, mounted on wheels, and so constructed that a rotary cylinder constitutes the breech, which contains four charges, replenished by means of a hopper, and fired as rapidly as a man can work an ordinary lever backward and forward. The piece is discharged by electricity, and from this results an important and valuable discovery, which was developed after the completion of the piece. By means of the battery and wires connecting with the cylinder by which ignition is caused, the cylinder becomes perfectly electrized, which keeps it as cool as if continually bathed with ice. Some two hundred rounds were fired yesterday in rapid succession at the rate of about thirty rounds per minute, at the end of which time, without using the swab once, the breech was much colder than when the firing commenced. The rapidity of the firing was much retarded by the bad quality of the cartridge in use, but such as it was it was sufficient to demonstrate the complete success of the invention. We understand that as soon as all arrangements are completed the inventors will proceed to Washington and lay their plans before the Government. [Buffalo Express, 23d ult.

APPRENTICES OF ST. LOUIS.—Messrs. Haning & Woodruff offer a premium of $100 for the best specimen of workmanship and skill by an apprentice boy of St. Louis, under the age of 21, to be exhibited at the next Fair at St. Louis. Col. D. D. Mitchell offers a premium of $100 for the best invention by an apprentice boy of St. Louis under the age of 21, to be exhibited at the next Fair, Sept. 6. [St. Louis Repub.

JOHN PITTOCK (Masonic Hall, Fifth street) is Agent for the sale of THE TRIBUNE in PITTSBURGH.

MILTON SEARS is our Agent for the sale of THE TRIBUNE in PATERSON, N. J. He will serve THE TRIBUNE in any part of the city.